MOTOR CHANGES INCREASE POWER OF NEW NATIONAL

in 1915, the National twelve has un dergone but little alteration in design. About 1,000 of this type are in use at the present time. Now a new model is announced, having all the principal features of the original twelve, but with a number of small alterations in the engine that give greatly increased power and, particular tarly, an even more noticeable high gear ability at low car speeds. Taking the alterations briefly, they

Taking the alterations briefly, they comprise an increase of hore from \$\frac{1}{2}\$ inches to \$T^2\$ inches, the atroke femalining \$4^5\$, inches as before: a new intake system with a "hot spot;" a counter-weighted crankshaft with larger bearings, and a detachable cylinder head. The oiling system is also improved, and there are some other detail changes that will be mentioned in due course.

Not the least important of the changes is the use of the detachable head, because the even size of combustion chamber which makes this possible is of complexous advantage in obtaining perfectly regular running at idling speeds, where variations in the force of each explosion are most easily observed. This change in head design has not affected the layout of the engine in any way. The valves are still arranged L fashlon and on the outside of the V, leaving the alley clear for the accommodation of the starting motor, the modation of the starting motor, the carbureter, and the ignition unit. There are gear drives for the two camshafts, and a silent chain for the liguition unit. The latter is new to the National, being now a double header Delco cutift; it is mounted at the froit end of the cylinder alley, and the shaft which operates it carries the fan pulley, this bringing the belt high up, where it is well protected from dirt and oil, and therefore likely to have a maximum durability.

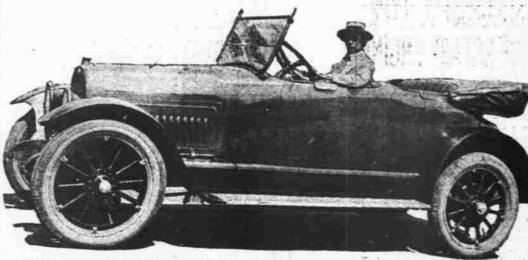
The new intake system, designed to allow the engine to handle heavy grades of gasolene with satisfaction,

The new intake system, designed to allow the engine to handle heavy grades of ganolene with satisfaction, divides into two parts, or rather three. The manifold which connects the two blocks of cylinders is water jacketed, forming the water outlet from the cylindera, its temperature is a fairly constant quantity, as the thermostat is located in the pipe lending up to the radiator. Next come the two cored passages within the cylinders, these consisting of a cross passage leading from the inside to the outside of each block manifold which the remain bearings. Should the feed to either two of these ceases by any improbable accident, the remaining one is thus able to supply all the bearings, while with all three feeds in normal conditions a more than sample supply is insured to every part.

In laying out the new motor a good many experiments were made, with rally experiments were made with rally experiments were made, with the serious and the possible, secure an adversage past top center, while the intake opens a 45½ degrees past top center, while the intake opens a 45½ degrees past top center, while the intake opens a 45½ degrees past bettom center. The lifts is rapid, being from a mushroom tappet, and the power pak is a round 3,000 revolutions per minute, at 800 revolutions per minute

It fitted is identical with that of the previous model of Highway Twelve, the outstanding features, perhaps, being the long and flat cantilever springs which National has now been using for nearly four years. There fight for Uncle Sam is the patriotic are three principal body styles, a severe passenger tention. using for nearly four years. There are three principal body styles, a severen passenger touring car, a four-passenger sport type placeton, and a four-passenger readster with clover leaf seating. The latter is proving a popular model and will constitute about two fifths of the 1917 output The four-passenger sport phacton, which was shown at the winter exhibitions, has a

Marion Handley Four Passenger Tourist



This is the new Marion-Handley touring roadster. An ample four-passenger car, the double doors lend a convenience for getting in and out that is highly desirable, especially in town use. The driver is Eddle

TO FIGHT LICENSE FOR BOWIE TRACK

MOTHER AWAITS CALL

GIVES 7 SONS TO U. S.;



PAYMENTS ARRANGED. USED CARS TO CHOOSE FROM. WE BELIEVE

our cars reach the acme of perfection. The steady performance of a "RELIABLE" will exceed your greatest expectations. Every make of car from the powerful Statz to the more conservative models are here. Perfect from MOTOR TO REAR AXLE, ready for immediate service.

PACKARD Twin & Touring: model 1-25, like new, big re-

hem. 1816 COLD 8 Chummy Readster. 4-bass. owner will sacrifice. 1816 CHANDLER Coupe. 3-pass. all year round car. reasonable.

1816 SCRIPPS-BOOTH Roadster; costs Bitle to run; extra wire wheel and tire. 1817-18-15 PAIGE Tourings; all light 6's and in cracker jack endition.
1816 STEARNS-KNIGHT Touring; original price \$1750; our

1917-16-15 BRISCOE Tourings:
1917-16-15 BRISCOE Tourings:
1918 chevrolet Roadster:
Amebury special: attractive;
bargain:
1918 BUICK: big 4 Touring: very
powerful; perfect from start to
finish.

RELIABLE AUTOMOBILE COMPANY

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by Monte Sohn LINES TO A MAN WHO SCORNS THE MODERATE SPEEDS.

Why can't you brag of its comfort? Bunk of its power on hills. Chatter awhile of its throttle-down mile, Talk of your gasolene bills.

Tell me a yarn about balance. Speak about pick-up a mite. Rail if you must of the lack of side-thrust. Boast of your driving at night:

Friend of my heart—as the Spanish Have it—I'll give you a tip: Notches there below "seventy-three" Whenas you talk of your trip.

Speeds there are many and varied You could descend to with grace. Notches there be, below "seventy-three" I'd call a pretty good pace.

But you are sort of a drunkard. Drunk with the lies that you spill.

Hearing your guff, I've had more than enough.

Now I'm accountered to kill!

Grapple this ominous warning, Speed is no topic to me. Salvage the breath that will send you to death Talking of "seventy-three."

COME ON, Veracity! "Another entry," warbles the esteemed Washington Herald in its automobile section of last Sunday, speaking of the automobile races of Labor Day, "the Donohoe Special, a 16-valve Ford job, is said to have averaged 100 miles an hour at Sheepshead Bay."

What wonders us is, Who said it?

"On the journey," says Old Si Grogan in the Washington Post, referring to the 12,156 mile trip of the Saxon Four, "477 gallons of gasolene were consumed, an average of 27.19 miles to the gallon."

We always were rotten at mathematics.

"From California's Golden Gate To the Rock-bound coast of Maine, It makes no difference where you are, You'll near it just the same.

-From a Recent Automobile Advertisement. From Puget's booming bosom

To Tampa where they make genuine Havana segars The poets who write poems for advertisements Are one worse than the other. For instance in their rhythm,

A word like "roam" or "home," Suggests at once another Like "own" or "all alone."

You ask us does it pay 'em When all their stuff's amiss? You bet it does. It pays much more Than clever stuff like this.

MOTORGOOSE NO. 3.

Little Miss Muffet Sat on a tuffet Eating some curds and whey. A handsome joy-rider Drew up beside her And both of 'em beat it away.

George R. Morrisey, advertising manager for W. B. Moses, enthusiastic motorist, was at Wildwood, N. J., for several weeks. There he met a young Philadelphia sportsman who numbers among his stable of cars, the famous Blitzen Benz that whipped everything on the Florida beaches.

the famous Butten bent that whipped everything on the Florida beaches.

One afternoon he insisted that they go for a ride.

Morrisey climbed into the generous depths alongside of the driver.

He could see the instrument board, gear-shift lever, brake lever, pedals, wheel, and the driver. Overhead he could see the gold-flecked August blue of sky. That's all.

He braced his feet against the foot rests as an echo-wrecking roar

beat on his ears. They moved. They continued to move. For lack of something else to see, Morrisey watched the speedometer. As it climbed rapidly in speed he could feel the wind trying to scalp him as it rushed through the windshield.

He had no goggles, and the tears streamed down his face. He strained his eyes to see the speedometer, but they refused to stay open long enough for him to do so.

1020 Connecticut Ave.

Suddenly they rounded a turn at terrific speed. The car skidded six feet to the right, recovered itself beyond the curve and tore onward at greater speed than before.

"She'll do ninety-five," bellowed the owner in Morrisey's ear.

"I believe you," yelled his guest.

Sunbeam is producing an eighteen-cylinder aircraft engine, generat-475 horsepower. It has six magnetos, and six carburetors. "And," adds Motor Life, "is light and rigid." Rigid? Of course—stability would be a feature of an aircraft engine.

PICTURES IN EVIDENCE

alimony of \$50 a week and \$250 counsel fee pending trial of her action for separation against George Ricketts, fifty-four years old. HUSBAND PUTS BATHING

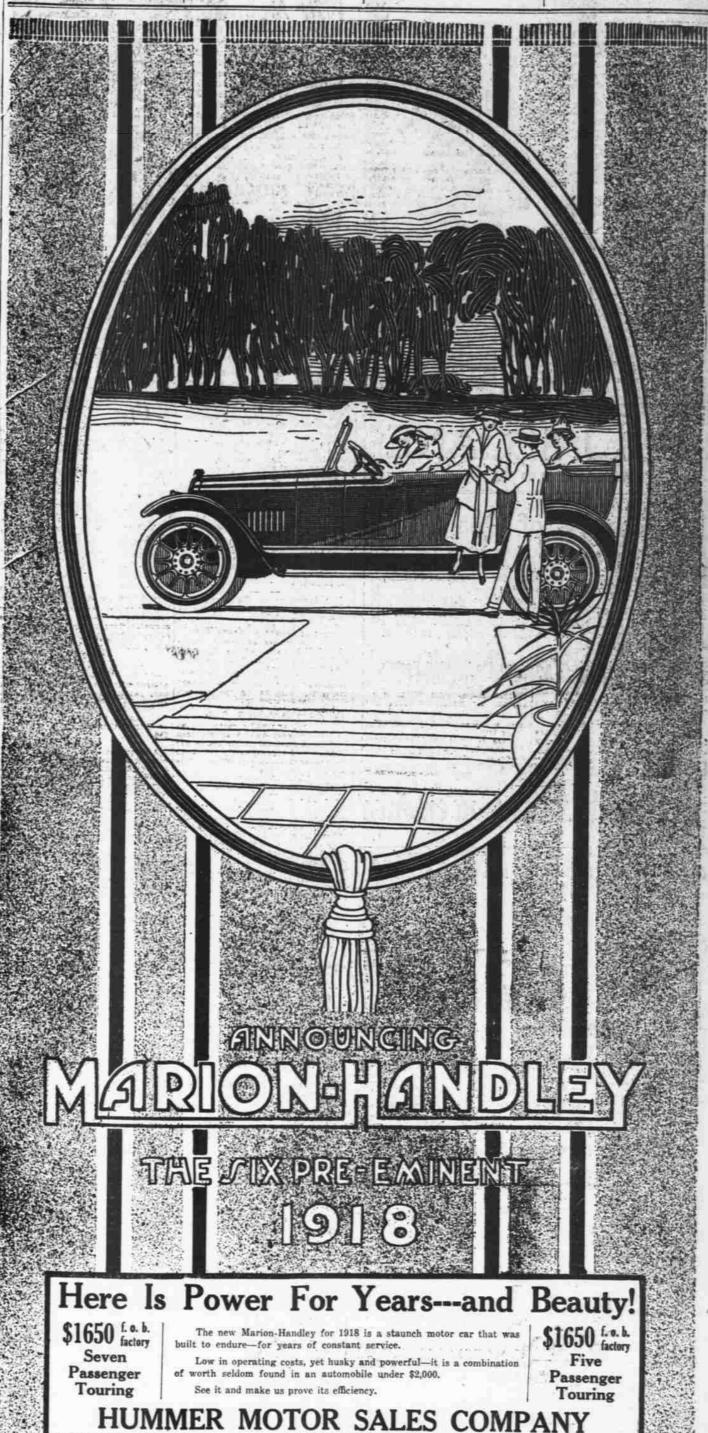
ENLISTS STEVEDORES.

Ten colored men have enlisted as Mrs. Ricketts asserted that her the army tent recruiting stations Mrs. Ricketts asserted that her marital happiness lasted only two weeks, and then her husband started to make her life intolerable.

Ricketts, twenty-two years old, in a one-piece bathing suit were offered in evidence by her husband before Justice Van Sielen, in the supreme court, He offered the photographs in evidence with the army tent recruiting stations here, and will be part of a force of 9,000 men being raised by the quartermaster corps for that work. They wife smoked cigapettes incessantly, will be used for loading and unload and that she had many acquaintances whose company she preferred to his tice Van Sielen, in the supreme court, He offered the photographs in evidence regarding his wife's habits.

Mrs. Ricketts asserted that her the army tent recruiting stations here, and will be part of a force of 9,000 men being raised by the quartermaster corps for that work. They will be used for loading and unload and that she had many acquaintances while a side and ports of arrival on the othing the stock. They carried their plunder away in a meter truck.

BURGLARS RAID \$10,000 STOCK OF LINGERIE



W. F. HUMMER, Gen. Mgr.

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